

AGENDA
SENATE TRANSPORTATION COMMITTEE
1:30 P.M.
Room WW53
Thursday, January 19, 2023

For members of the public to observe the meeting, please click on the following link:
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

SUBJECT	DESCRIPTION	PRESENTER
WELCOME:	Opening Remarks	Senator Okuniewicz
INTRODUCTION:	Page: Madison Passmore	Senator Okuniewicz
RS 29980	Related to Slow Moving Vehicles	Senator Herndon

COMMITTEE MEMBERS

Chairman Okuniewicz
Vice Chairman Den Hartog
Sen Winder
Sen Hart
Sen Carlson

Sen Toews
Sen Trakel
Sen Rabe
Sen Just

COMMITTEE SECRETARY

Lena Amoah
Room: WW33
Phone: 332-1332
Email: stran@senate.idaho.gov

MINUTES
SENATE TRANSPORTATION COMMITTEE

DATE: Thursday, January 19, 2023

TIME: 1:30 P.M.

PLACE: Room WW53

MEMBERS PRESENT: Chairman Okuniewicz, Vice Chairman Den Hartog, Senators Winder, Hart, Carlson, Toews, Trakel, Rabe, and Just

ABSENT/ EXCUSED: None

NOTE: The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

CONVENED: **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 P.M.

WELCOME: **Chairman Okuniewicz** welcomed the Committee the first meeting. He provided an update on what was upcoming including presentations from the Idaho Transportation Department, Local Highway Technical Assistance Council and at least one Metropolitan Planning Organization. The Administrative Rules were out and would be e-mailed to the Committee members. **Chairman Okuniewicz** relayed his preference for RS's would be to do the deeper dive once they became a bill.

INTRODUCTION: **Madi Passmore**, Senate page, introduced herself. She was currently a senior at Kuna High School and a reporter for her FAA chapter. **Ms. Passmore** relayed that she planned to attend the University of Idaho with a double major in Agriculture Education and Agriculture Communication.

Lena Amoah, Committee secretary introduced herself to the Committee.

RS 29980 **Related to Slow Moving Vehicles.** **Senator Scott Herndon** stated that this was a subtle change to existing code. The change occurred starting at line 15 of the RS with the removal of "wherever sufficient area for a safe turnout exists". It would be replaced with "the next available location where it is safe and reasonable for the vehicle to be pulled over in order to permit the following vehicles to pass. Such driver shall not be deemed to violate this section if he has not, during the time when three (3) or more vehicles are formed in line behind his vehicle, passed a designated turnout or location where it would be safe and reasonable for the vehicle to be pulled over." **Senator Herndon** stated by adding the word reasonable it allowed the driver some leeway in what was deemed reasonable to them based on the vehicle being driven and the road condition.

MOTION: **Senator Den Hertog** moved to send **RS 29980** to print. **Senator Winder** seconded the motion.

ROLL CALL VOTE: **Senator Carlson** called for a roll call vote. **Vice Chair Den Hartog, Senators Winder, Hart, Carlson, Toews, Trakel, Rabe, Just, and Chairman Okuniewicz** voted aye. There were no nay's. The motion carried by **roll call vote**.

ADJOURNED: There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:39 P.M.

Senator Okuniewicz
Chair

Lena Amoah
Secretary

AGENDA
SENATE TRANSPORTATION COMMITTEE
1:30 P.M.
Room WW53
Tuesday, January 24, 2023

For members of the public to observe the meeting, please click on the following link:
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

SUBJECT	DESCRIPTION	PRESENTER
PRESENTATION:	Local Highway Technical Assistance Council (LHTAC) Presentation	Laila Kral, Administrator, LHTAC

If you have written testimony, please provide a copy to the committee secretary.

COMMITTEE MEMBERS

Chairman Okuniewicz
Vice Chairman Den Hartog
Sen Winder
Sen Hart
Sen Carlson

Sen Toews
Sen Trakel
Sen Rabe
Sen Just

COMMITTEE SECRETARY

Lena Amoah
Room: WW33
Phone: 332-1332
Email: stran@senate.idaho.gov

MINUTES
SENATE TRANSPORTATION COMMITTEE

DATE: Tuesday, January 24, 2023

TIME: 1:30 P.M.

PLACE: Room WW53

MEMBERS PRESENT: Chairman Okuniewicz, Vice Chairman Den Hartog, Senators Vander Feer (Hart), Carlson, Toews, Trakel, Rabe, and Just

ABSENT/ EXCUSED: Senator Winder

NOTE: The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

CONVENED: **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 P.M.

PRESENTATION: **Local Highway Technical Assistance Council (LHTAC) Presentation.** **Laila Kral**, Administrator, LHTAC provided a brief background on LHTAC's history and current responsibilities, as well as an overview of primary bridge structural components. **Ms. Kral** continued with statistics on Idaho's aging bridges emphasizing the impact to commerce, local industries, and communities. She outlined current and new funding, as well as the gap between allocated funds and actual need. **Ms. Kral** noted that during the first two rounds all bridge repairs had been completed and the bridges remaining on the list needed to be replaced. (Attachment 1)

ADJOURNED: There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:55 P.M.

Senator Okuniewicz
Chair

Lena Amoah
Secretary

Local Highway Technical Assistance Council

Senate Transportation Committee

Laila Kral, P.E.

LHTAC Administrator

January 24, 2023



Founding of LHTAC

- Needs of Local Highway Jurisdictions (LHJs)
 - Advocates: Association of Idaho Cities, Idaho Association of Counties, Idaho Association of Highway Districts
 - Most LHJs without an engineer
 - Local Federal-aid delivery
- 1994 - Legislature establishes LHTAC under I.C. Chapter 24, Title 40

TITLE 40
HIGHWAYS AND BRIDGES
CHAPTER 24

LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL

40-2401. LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL. (1) A local highway technical assistance council is hereby created. The council shall be a public agency, and is the instrumentality of its member jurisdictions. The council and its officers and employees shall not be subject to the administrative or management control of the Idaho Transportation Department.



Advocate | Support | Train

10 Areas of Authority (40-2403)

1. Represent its member jurisdictions in conferences, meetings and hearings related to highways, roads and streets and other transportation factors affecting local highway jurisdictions;
2. Develop uniform standards and procedures that may be recommended to its member jurisdictions for the construction, maintenance, use, operation and administration of local highways;
3. Cooperate with, receive and expend aid and donations from the federal or state governments, and from other sources for the administration and operation of the council;
4. Make recommendations to the Board of the Idaho Transportation Department (ITD) for the distribution and prioritization of federal funds for local highway projects;
5. Assist the legislature by providing research and data relating to transportation matters affecting local highway jurisdictions within the state;
6. Maintain and disseminate information to local highway jurisdictions of federal and state legislation and administrative rules and regulations affecting local highway jurisdictions;
7. Maintain and disseminate information to local highway jurisdictions of activities relating to ground transportation in other states;
8. When authorized by the local highway jurisdiction, to act for that local jurisdiction through a joint exercise of powers agreement with any other local jurisdiction, any agency of the state of Idaho, or any agency of the federal government;
9. Buy, sell, receive and exchange property, both real and personal, as necessary to perform its functions;
10. Be the sole and exclusive authority for the expenditure of moneys made available by appropriation or otherwise to the Council.

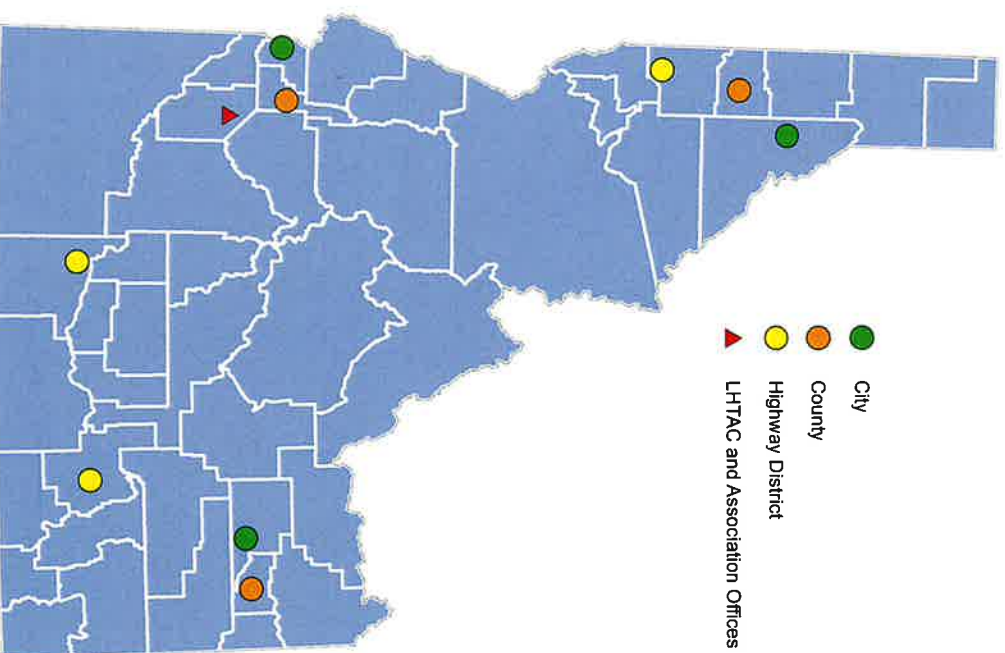
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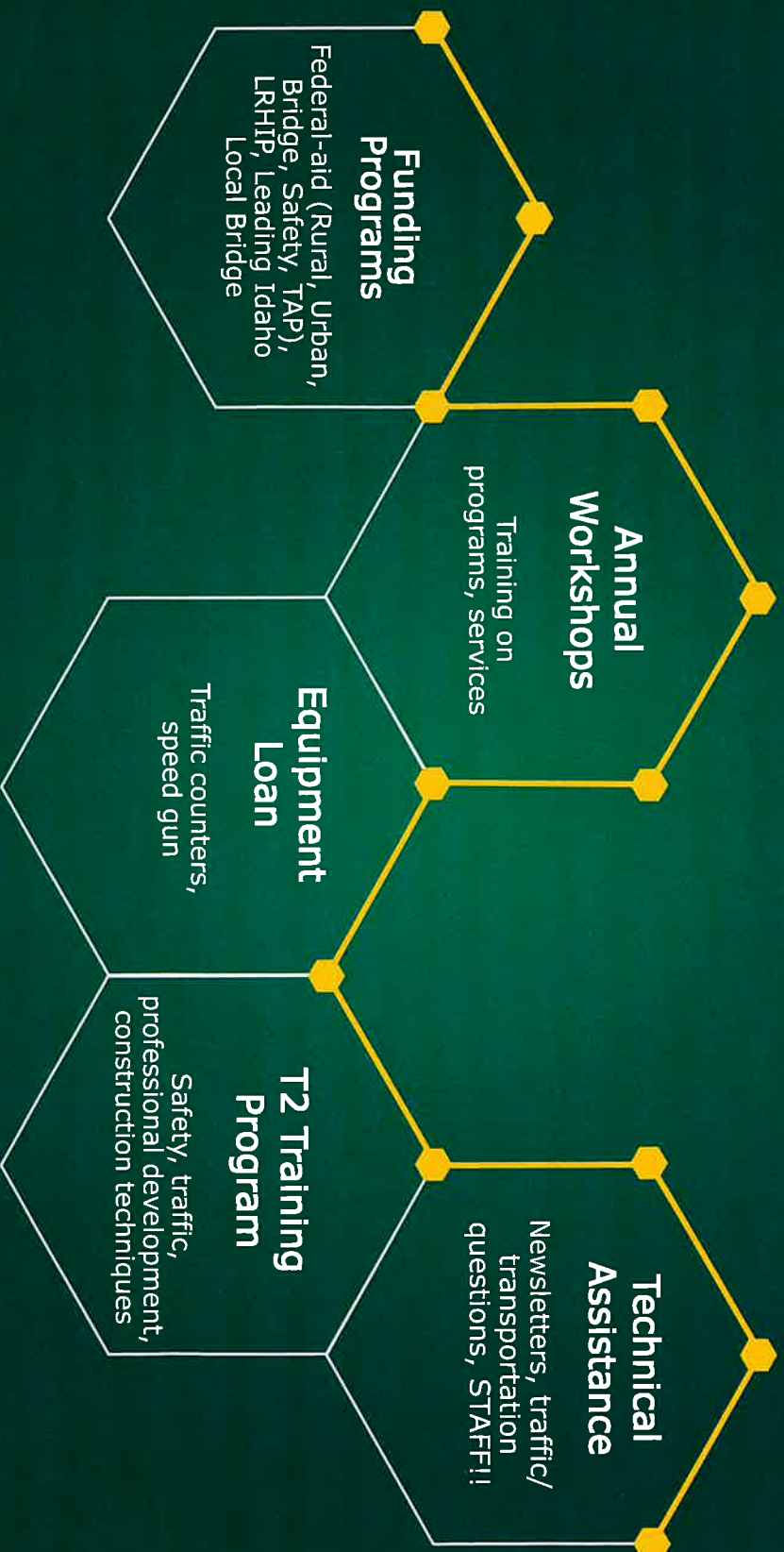
Governance

LHTAC Council:

- 3 County Commissioners
- 3 Highway District Commissioners
- 3 City Officials
- 3 Ex-Officio Members
 - Idaho Assoc. of Counties
 - Idaho Assoc. of Highway Districts
 - Assoc. of Idaho Cities
- Meet quarterly
 - 3 in Boise, 1 traveling
- Report to House/Senate Transp. Committee



WHAT WE DO



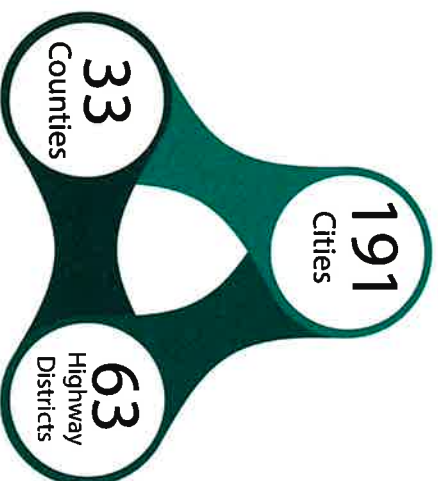
Local Highway Jurisdictions

Local Political Subdivisions

- Cities
- Counties
- Highway Districts

Federal Designations

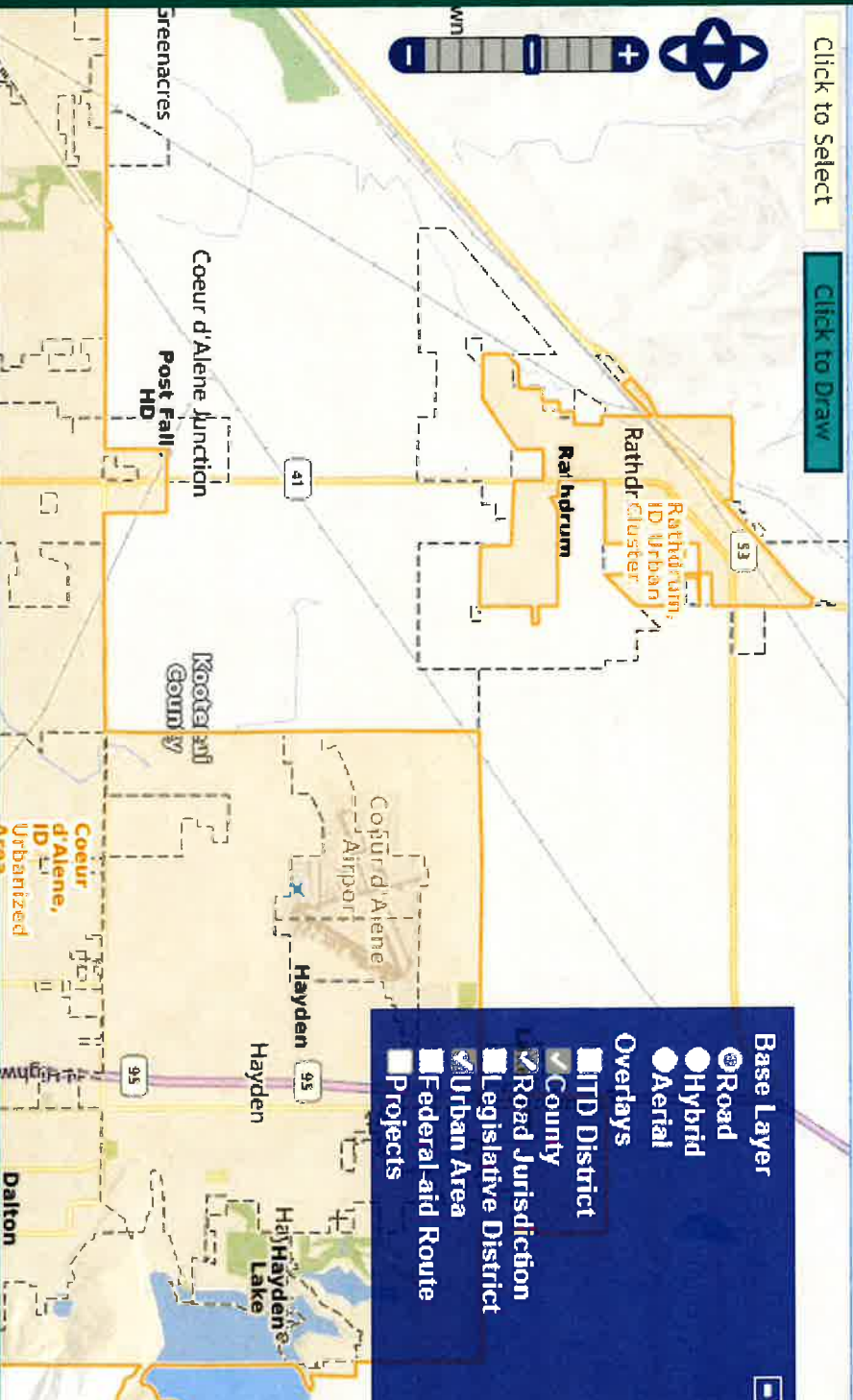
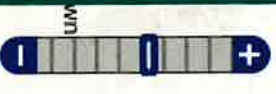
- Transportation Management Area (TMA)
 - Over 200k population
- Metropolitan Planning Organization (MPO)
 - 50k-200k population
- Small Urban
 - 5k-50k population
- Rural



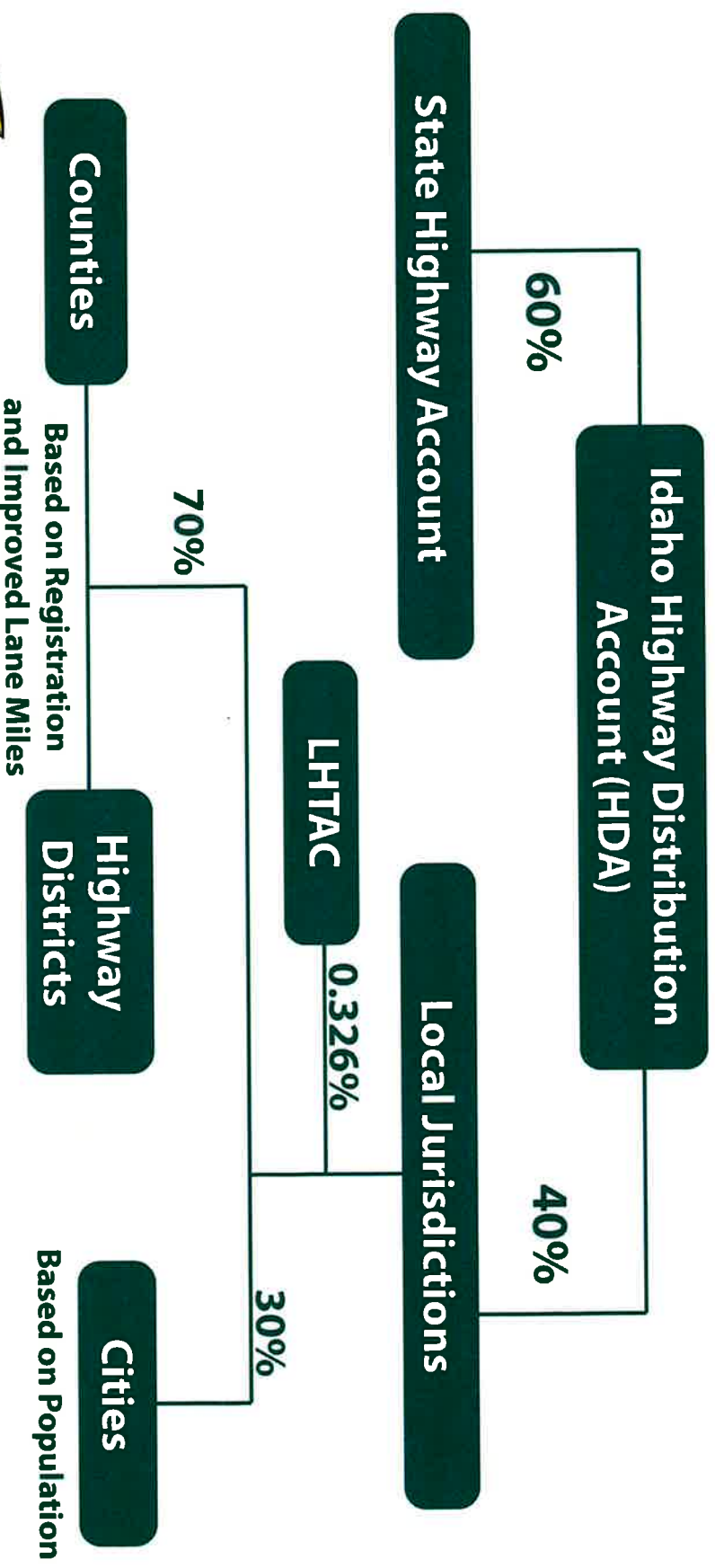
LHTAC Projects

Click to Select

Click to Draw



Highway Distribution Flowchart



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Programs/Projects Administered by LHTAC

Federal-aid

- Rural (\$19M/yr)
- Small Urban (\$5M/yr)
- Bridge; off-system/local (\$13.5M/yr)
- LHSIP (\$11M/yr)
- TAP (\$7M/yr)

Other Projects

- Emergency Response
- Freight
- WFL - FLAP
- Federal grants

State

- LRHIP (\$4M/yr)
- Leading Idaho Local Bridge
- Children Pedestrian Safety

Past One-time State Programs

- Strategic Initiatives (2018-2019)
- Governor's Discretionary (2009-2010)

Idaho County
Glenwood & Adams Rd.
Emergency



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Project Pictures



Idaho County, Clear Creek Bridge,
Bridge-Local



Farmway Rd,
Notus-Parma HD, Rural



Post Falls HD, Int Prairie Ave &
Idaho Rd, LHSIP



Sidewalk Improvement,
Burley, TAP



Advocate | Support | Train

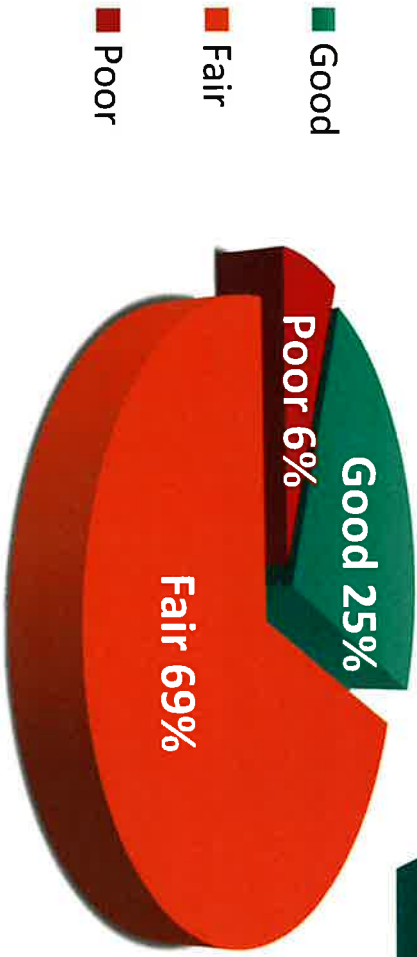
T2 Program

- Classes offered 9-10 months/year
 - In-person and virtual
 - Safety, professional development, construction and maintenance techniques
- Road Scholar/Road Master Program
- Leadership Program



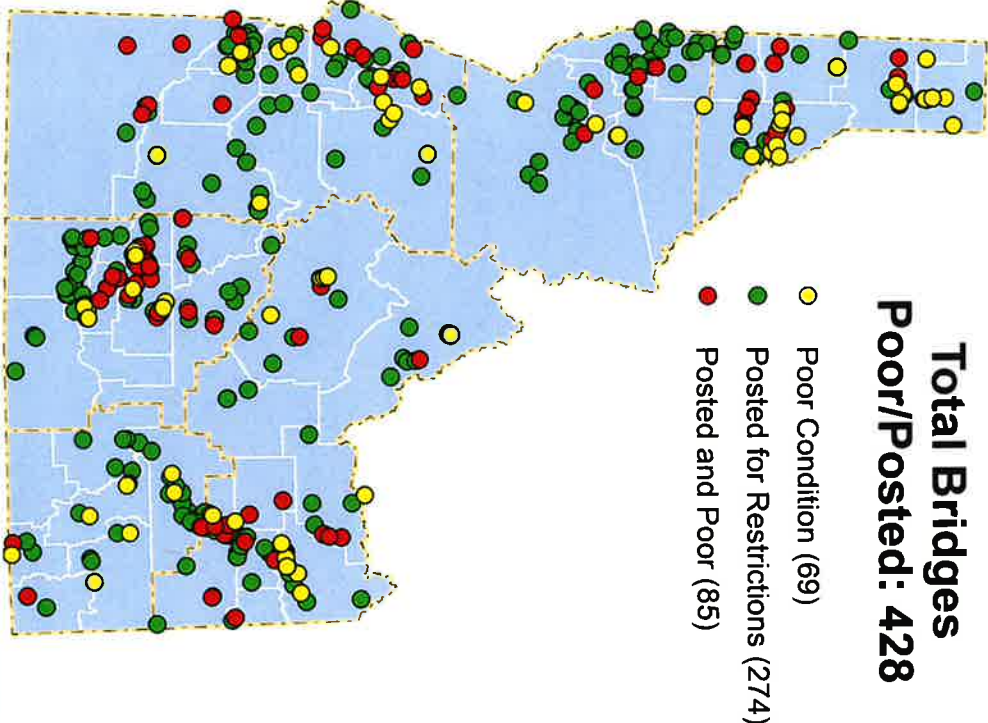
Twin Falls Highway District

Why Bridges?



Nearly 50%
of local
bridges are
50 years old
or older

2,474 locally owned
bridges



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Leading Idaho Local Bridge Program

- Goal to repair/replace 1/3 of poor and/or posted local bridges
- Benefits of Program
 - No local match
 - Efficiency
 - Less red tape
 - Projects for local consultants and contractors
 - Projects that don't "fit" in Federal-aid
 - \$500K-\$20M



Intact2 Advocate | Support | Train

Leading Idaho Local Bridge Program

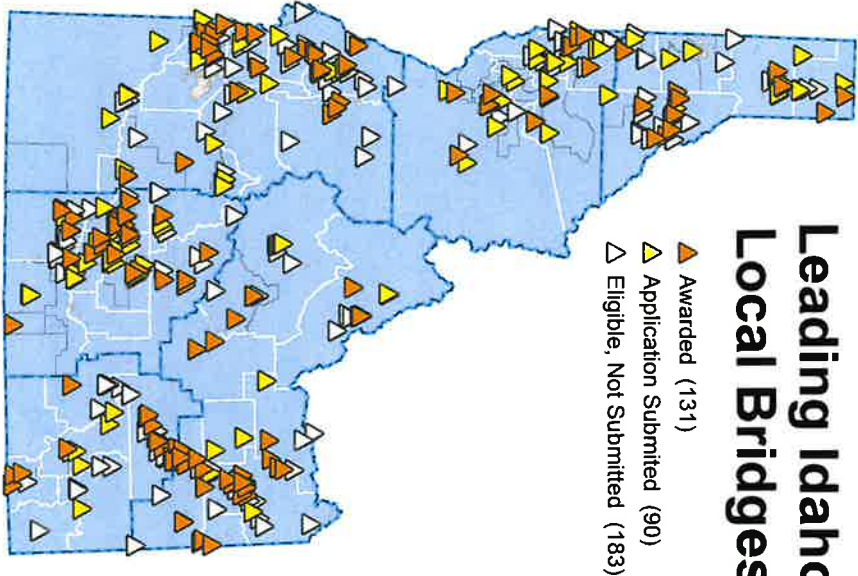


Before & After
Mormon Road Bridge
Camas County



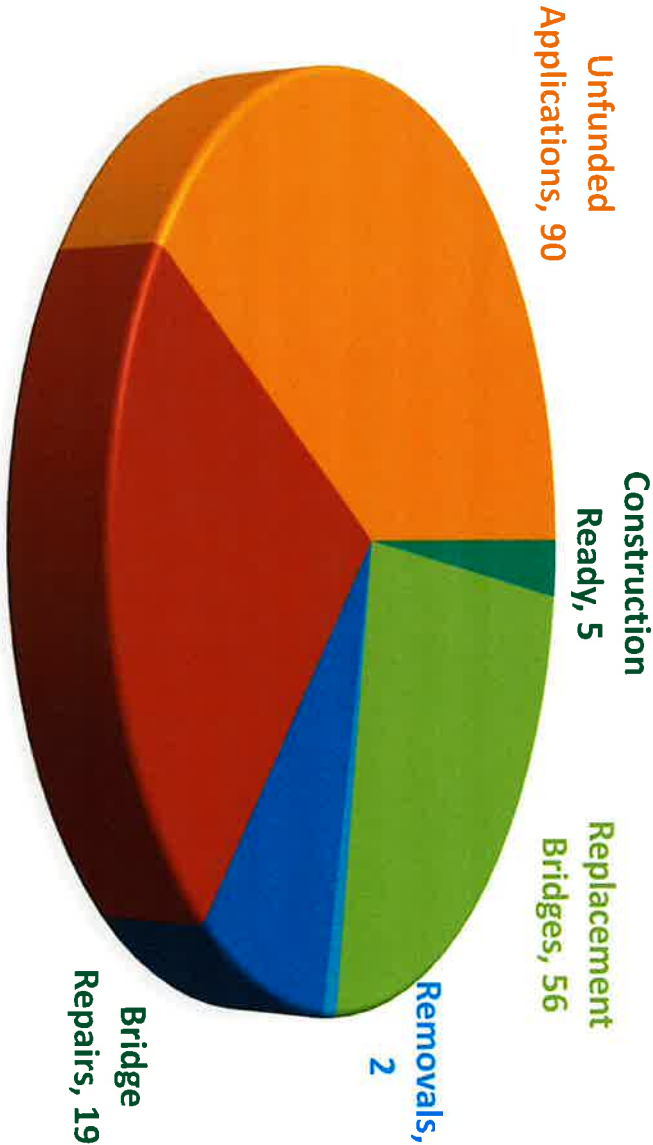
Advocate | Support | Train

Leading Idaho Local Bridges



By the Numbers

221 applications received



Ongoing Local Bridge Needs

- 49 bridges in the Testing & Analysis group
 - Estimated cost to replace all, \$70M
- 90 bridge applications remain unfunded
 - Estimated \$160M to fund replacements
- 183 bridges eligible, but application not submitted
 - Local jurisdiction with higher priorities
 - Local jurisdiction reached maximum allowable bridges (50% of eligible bridges) for FY22 funding



600 North Rd. over R' Canal – Jerome HD



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Children Pedestrian Safety

FY23: \$10M in surplus funds

Up to \$250K grants for local agencies

Used to improve children pedestrian safety

Simple application

Local administration



Before & After
City of Moscow



Advocate | Support | Train

Children Pedestrian Safety



Before & After
City of Driggs

Very popular program

Funded 4x previously with surplus dollars

- FY19: \$2 million
- FY20: \$2 million
- FY22: \$2 million
- FY23: \$10 million
- FY24: \$10 million *(requested by Gov. Little)*

76 total projects funded



Advocate | Support | Train

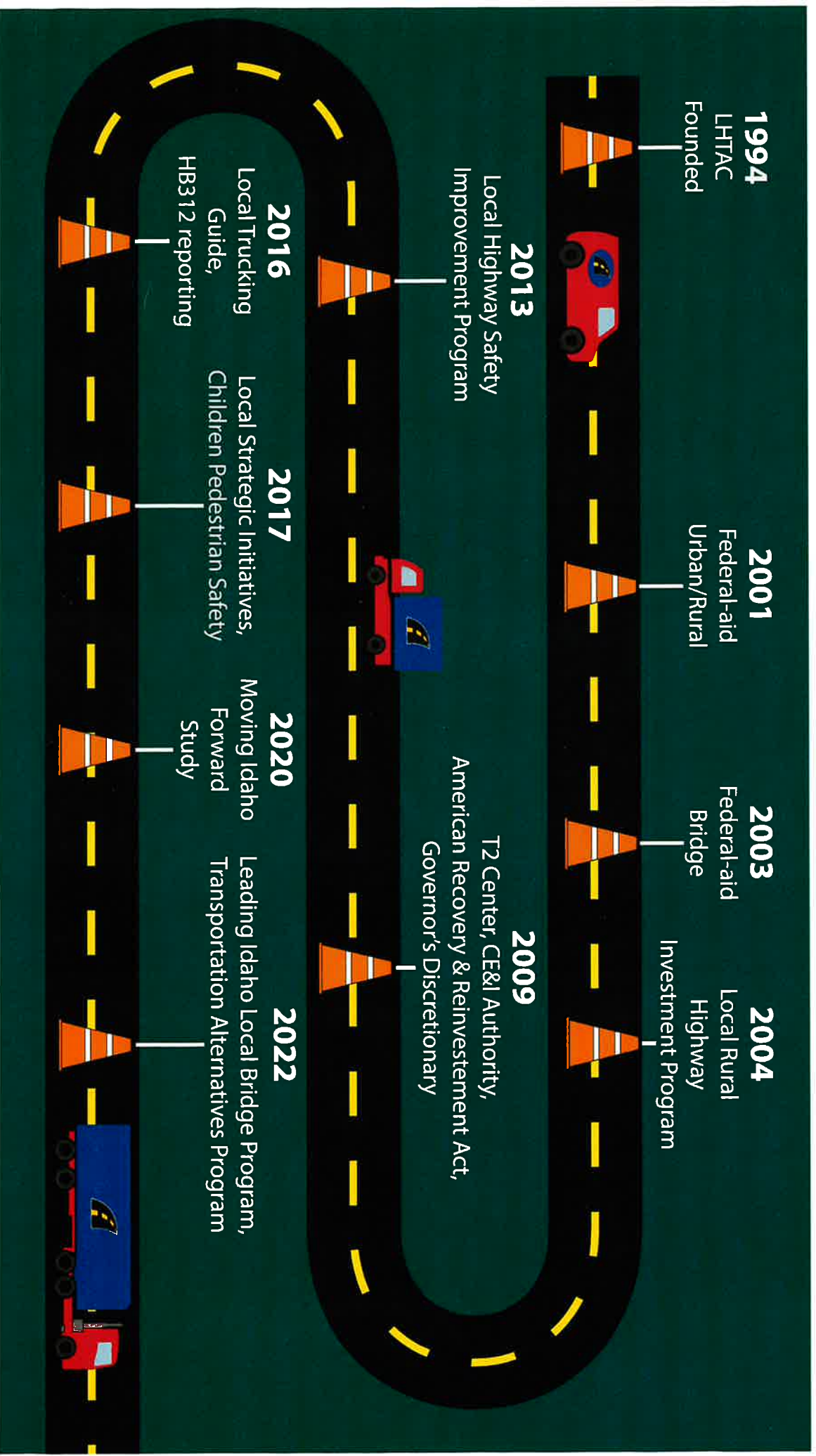
More information – www.lhtac.org



Questions?

LKra1@LHTAC.org
LHTAC.org
(208) 344-0565





AMENDED AGENDA #1
SENATE TRANSPORTATION COMMITTEE
1:30 P.M.
Room WW53
Thursday, January 26, 2023

For members of the public to observe the meeting, please click on the following link:
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

SUBJECT	DESCRIPTION	PRESENTER
<u>S 1010</u>	TRANSPORTATION - Amends existing law to allow a vehicle traveling slower than the normal speed of traffic to turn off at the next available location where it is safe and reasonable for the vehicle to pull over.	Senator Herndon
PRESENTATION:	Review of Governor's FY 2023 and FY 2024 ITD Budget Recommendation	Alex Adams, Administrator, Division of Financial Management
PRESENTATION:	2023 Report from the Idaho Transportation Department	Scott Stokes, Director, Idaho Transportation Department

Public Testimony Will Be Taken by Registering Through the Following Link:
[Register to Testify](#)

If you have written testimony, please provide a copy to the committee secretary.

COMMITTEE MEMBERS

Chairman Okuniewicz
Vice Chairman Den Hartog
Sen Winder
Sen Hart
Sen Carlson

Sen Toews
Sen Trakel
Sen Rabe
Sen Just

COMMITTEE SECRETARY

Lena Amoah
Room: WW33
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MINUTES
SENATE TRANSPORTATION COMMITTEE

DATE: Thursday, January 26, 2023

TIME: 1:30 P.M.

PLACE: Room WW53

MEMBERS PRESENT: Chairman Okuniewicz, Vice Chairman Den Hartog, Senators Winder, Hart, Carlson, Toews, Trakel, Rabe, and Just

ABSENT/ EXCUSED: None

NOTE: The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

CONVENED: **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

S 1010 **TRANSPORTATION - Amends existing law to allow a vehicle traveling slower than the normal speed of traffic to turn off at the next available location where it is safe and reasonable for the vehicle to pull over.** **Senator Herndon** stated that this was a subtle change to existing code. The change occurred starting at line 15 of the bill with the removal of "wherever sufficient area for a safe turnout exists". It would be replaced with "the next available location where it is safe and reasonable for the vehicle to be pulled over in order to permit the following vehicles to pass. Such driver shall not be deemed to violate this section if he had not, during the time when three (3) or more vehicles are formed in line behind his vehicle, passed a designated turnout or location where it would be safe and reasonable for the vehicle to be pulled over." **Senator Herndon** stated by adding the word reasonable it allowed the driver some leeway in what was deemed reasonable to them based on the vehicle being driven and the road condition.

DISCUSSION: **Senator Just** inquired if the Idaho State Police had been contacted and assumed they would be opposed to this. **Senator Herndon** relayed he had spoken to the county police and they did not feel this would change the way tickets were issued. He stated this would rather allow the driver ticketed to challenge the citation and allowed the judge to decide if it was reasonable and had discretion to dismiss the ticket.

MOTION: **Senator Carlson** moved to send **S 1010** to the floor with a **do pass** recommendation. **Senator Toews** seconded the motion. The motion passed by **voice vote**.

PRESENTATION: **Review of Governor's FY 2023 and FY 2024 ITD Budget Recommendation.** **Alex Adams**, Administrator, Division of Financial Management (DFM) presented on the governor's program The Idaho First Plan: FY 2023-2024 Recommendations which included key considerations in budget development and transportation recommendations (Attachment 1).

DISCUSSION: **Senator Winder** asked for clarification on the general fund revenue forecast of approximately \$850 million drop. How much was that actually lowered by what the legislature did in the special session? **Mr. Adams** responded that the special session impact would not hit until July 1, 2024. He stated \$410 million was pulled out of sales tax distribution and then a flat tax with a top rate of 5.8 percent was implemented which pulled another \$160 million out of the income tax stream. He continued that during the regular session last year the legislature lowered income tax rates from 6.5 percent to 6 percent which was a \$250 million ongoing general fund impact that factored into that drop. **Mr. Adams** relayed that there would still be revenue growth. Even with the prediction of a mild recession, since they mirrored the 1991 recession, it would be resolved in the third quarter of 2023 with growth after that. The primary reason for the drop was the tax cuts and the sales tax transfer, not the recession and not the weaning off of federal funds.

Senator Hart asked about the budget stabilization fund and if the money from the cigarette liability class action suit was still going into the fund. **Mr. Adams** responded to his recollection that money was used for the capital remodel and that has weaned off and there was no ongoing source of revenue into the budget stabilization fund. He stated that the money would need to come from Legislature approval or there was a piece of code that would trigger an automatic deposit from the general fund if revenue were to grow more than 4 percent.

DISCUSSION: **Vice Chair Den Hartog** asked about the local competitive grants funding and what the policy was behind how the funds would be distributed. **Mr. Adams** responded that they envision the prioritization and final decision making would be decided by the board. The proposal would be 50 percent set aside for rural, 50 percent set aside for urban, and would be driven by projects that would be a burden to local property taxpayers. He suggested a policy bill could come forward that would put it in state code even though it was a one time program in the budget or intent language could be put on the appropriation. **Vice Chair Den Hartog** asked if this could fit into an existing program. **Mr. Adams** deferred to Director Stokes.

PRESENTATION: **2023 Report from the Idaho Transportation Department (ITD).** **Director Scott Stokes** of ITD, introduced himself and presented on four topics:

1. an overview of the Idaho Transportation Department
2. the governor's budget FY 2024 Recommendations
3. a report on ITD's 2022 results, and
4. what was ahead for the department in 2023 (Attachment 2)

Vice Chair Den Hartog asked how ITD was planning for expanding current highways and establishing new ones to handle the growth pressure. **Director Stokes** stated ITD was making every effort at looking forward to the planning and the needs of every community, every region of Idaho. He noted there were greater needs to be studied and planned for and that ITD was working to better plan for those needs. **Vice Chair Den Hartog** commented that it did not need to be discussed at this time but she would like to see particular details about how the department anticipated employing some of the dollars that the Governor was proposing.

ADJOURNED: There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 2:30 P.M.

Senator Okuniewicz
Chair

Lena Amoah
Secretary



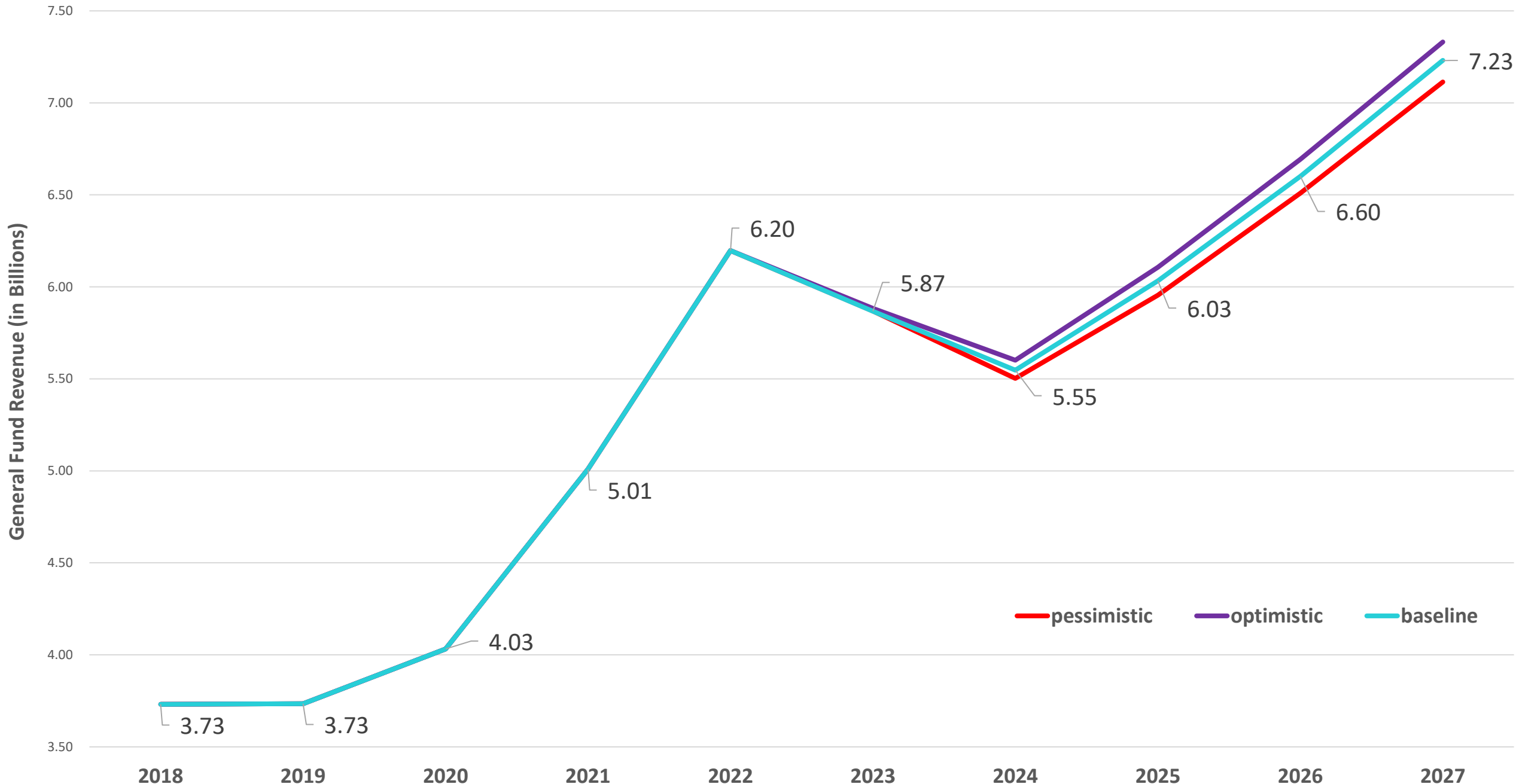
The *Idaho First* Plan: FY 2023-2024 Recommendations

Alex J. Adams
Matthew Reiber

Outline

- Key Considerations in Budget Development
- Transportation Recommendations

General Fund Revenue Forecast



Avoiding Budget Whiplash



Hedging: What if We're Wrong?

- Leaves a 3-4% ending balance as a cushion for total revenue
- Bolsters rainy day funds to statutory max with incremental transfers
- Lowers out-years program costs
 - Pays off debt (GARVEE: \$37.465 million)
- Preference for one-time capital expenditures vs. ongoing spending increases

Outline

- Key Considerations in Budget Development
- **Transportation Recommendations**

Transportation

One-Time: \$345,000,000

- Local Bridge Repair (2nd tranche): \$200,000,000
- Local Competitive Grants for Economically Significant Projects: \$100,000,000
- Airport Improvements: \$35,000,000
- Local Pedestrian and Safety Projects: \$10,000,000

Transportation

Ongoing: \$302,800,000

- Transportation Preservation and Restoration: \$206,000,000 (continuation of last year)
 - State (60%): \$123,600,000
 - Local (40%): \$82,400,000
- Transportation Safety and Capacity: \$96,800,000
 - State (60%): \$58,080,000
 - Local (40%): \$38,720,000

Questions

Alex J. Adams

DFM Administrator

Alex.Adams@dfm.idaho.gov



Idaho Senate Transportation Committee Presentation

Scott Stokes, ITD Director
January 26, 2023

Your Safety • Your Mobility • Your Economic Opportunity

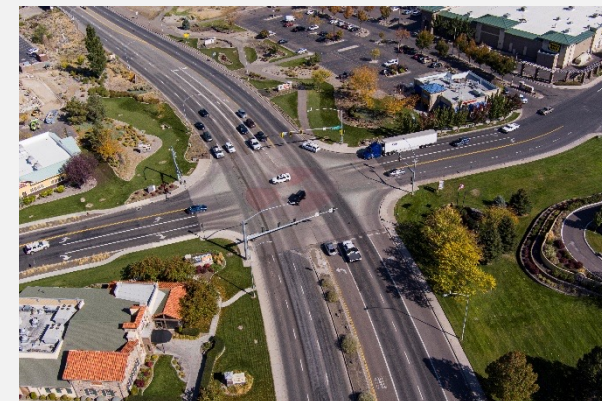


2023 Legislative Presentation

- Overview of ITD
- Governor's FY24 Recommendation
- ITD's 2022 Results
- What's Ahead in 2023

Your Safety • Your Mobility • Your Economic Opportunity





The Idaho Transportation Department's vision is

Enhancing Quality of Life through Transportation.



Your Safety • Your Mobility • Your Economic Opportunity



Idaho Transportation Board

D1
Jim Thompson
Sandpoint, Idaho



D2
Gary Osborn
Troy, Idaho



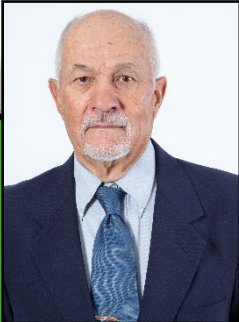
D3
Julie DeLorenzo
Boise, Idaho



D4
Jim Kempton
Albion, Idaho



D6
Bob Hoff
Idaho Falls, Idaho



Chairman
Bill Moad
Caldwell, Idaho

D5
Vacant



What We Do



Highways Operations & Maintenance

- 12,276 lane miles
- 1,839 bridges



Construction

- \$700M/yr construction program



DMV

- 3.5M total transactions
- 100+ county offices



Aeronautics

- 61 community airports
- 32 backcountry airstrips
- 6.5 commercial service airports



Public Transportation

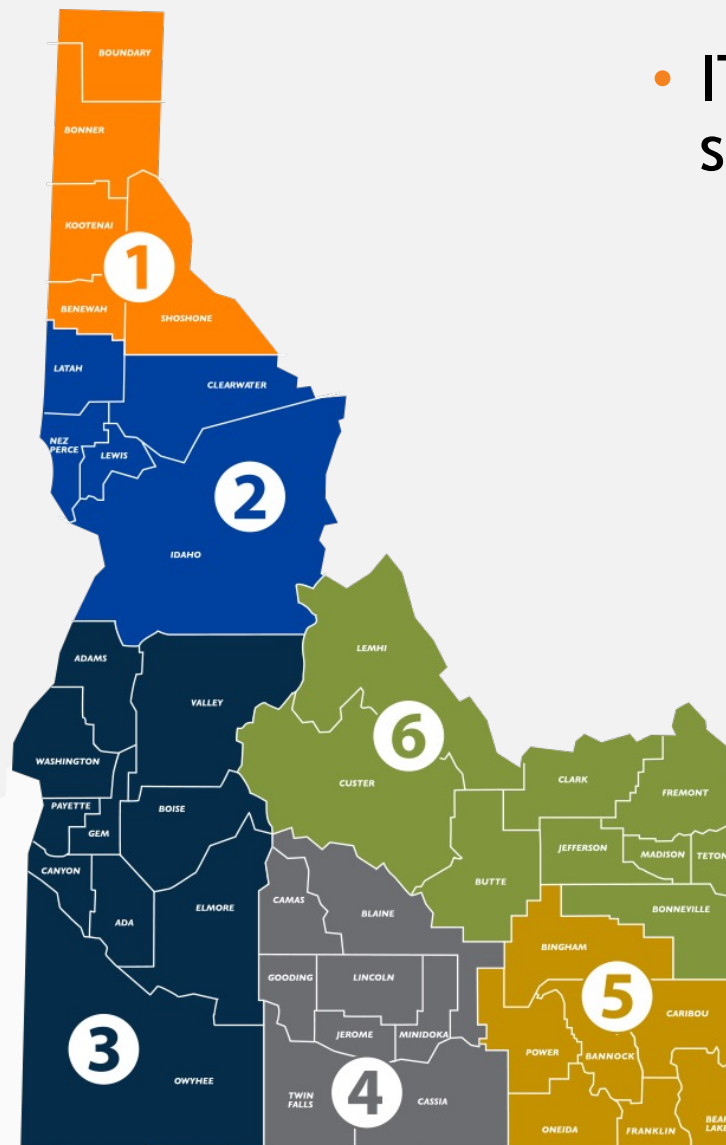
- 55 public transportation providers

1,648 Employees

Your Safety • Your Mobility • Your Economic Opportunity



ITD's 6 Districts



- ITD has 6 Districts across the state

1. Coeur d'Alene
2. Lewiston
3. Boise (Headquarters)
4. Shoshone
5. Pocatello
6. Rigby

FY24 Governor's Recommendation

FY24 Appropriation Request	Funding
FY24 Base	\$759,826,800
Adjustments	\$55,193,300
FY24 Program Maintenance	\$815,020,100
FY24 Line Items	\$385,139,600
FY24 Total Appropriation	\$1,200,159,700



Governor's Transportation Highlights

FY23 Supplementals

- Local Bridge Maintenance - **\$200 million** (one-time)
- Airport Improvements - **\$35 million** (one-time)
- Pedestrian Safety - **\$10 million** (one-time)
- Local Transportation Grant Program - **\$100 million** (one-time)

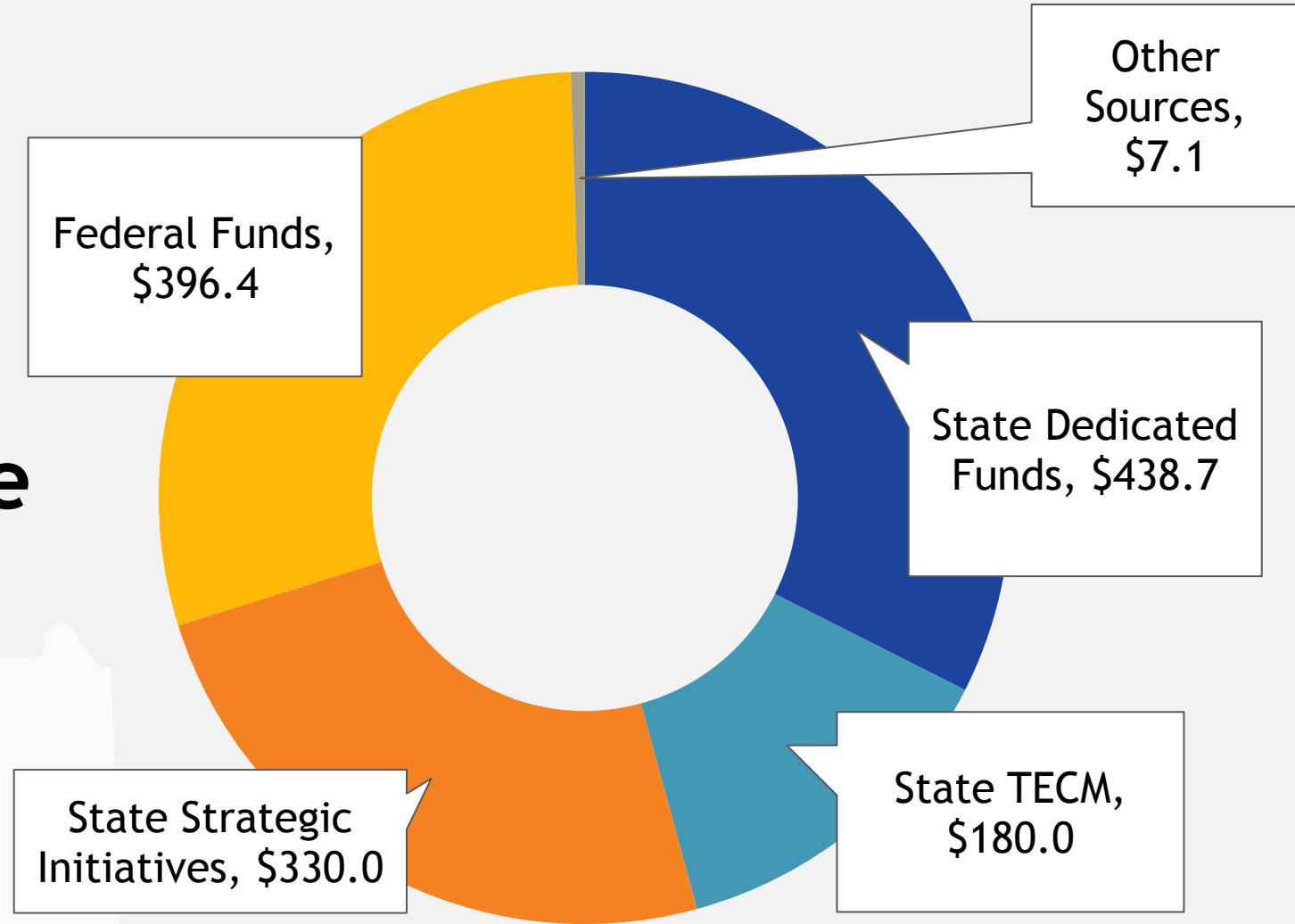
FY24 Budget Enhancements

- Transportation Safety and Capacity - **\$96.8 million** (one-time)
- GARVEE Bond 2014 Debt Payoff - **\$37.5 million** (one-time)
- Road and Bridge Maintenance - **\$206 million** (one-time)



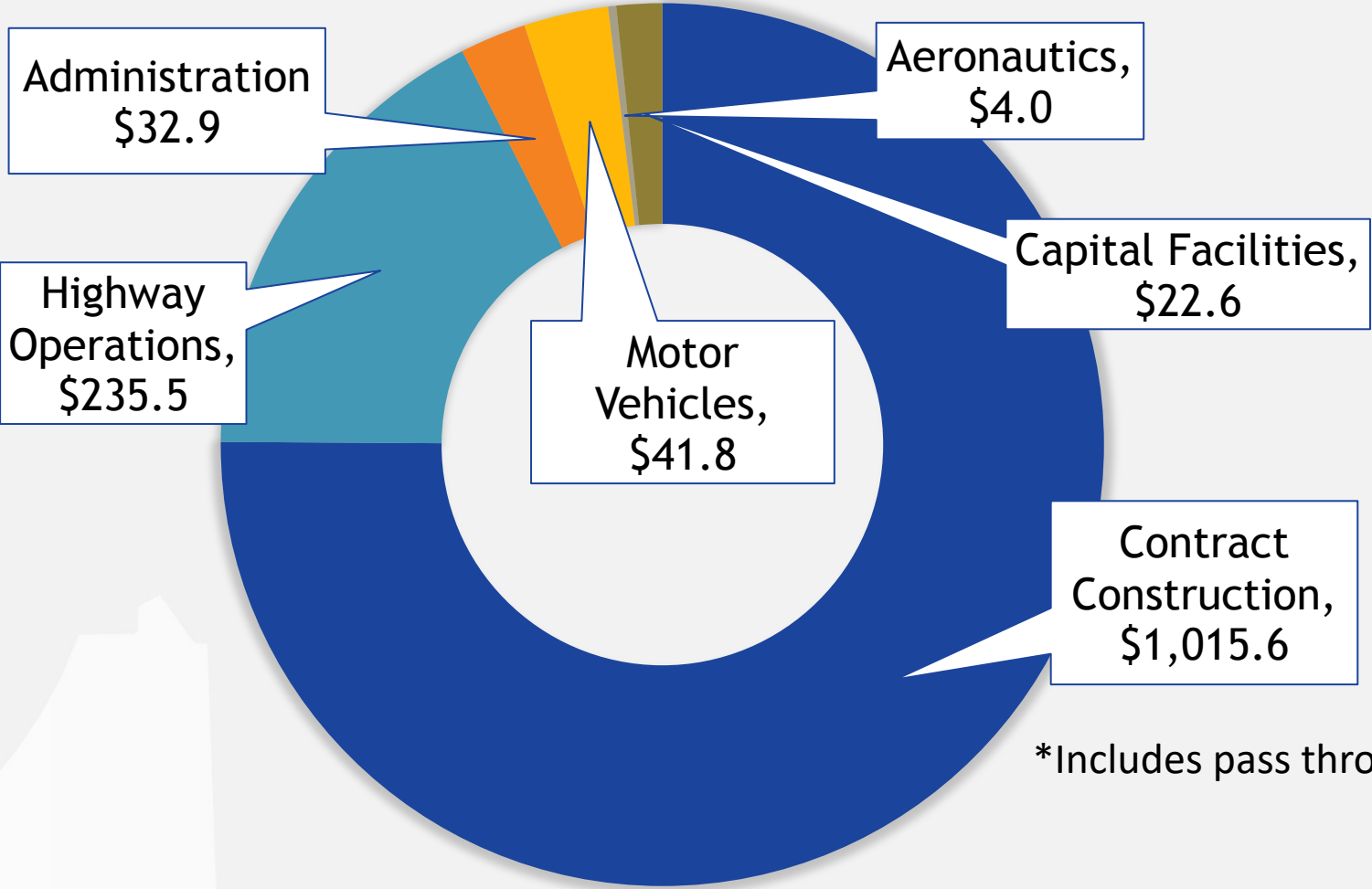
FY23 Appropriation by Fund Source

(in millions)



FY23 Program Funding

(in millions)



*Includes pass through to locals





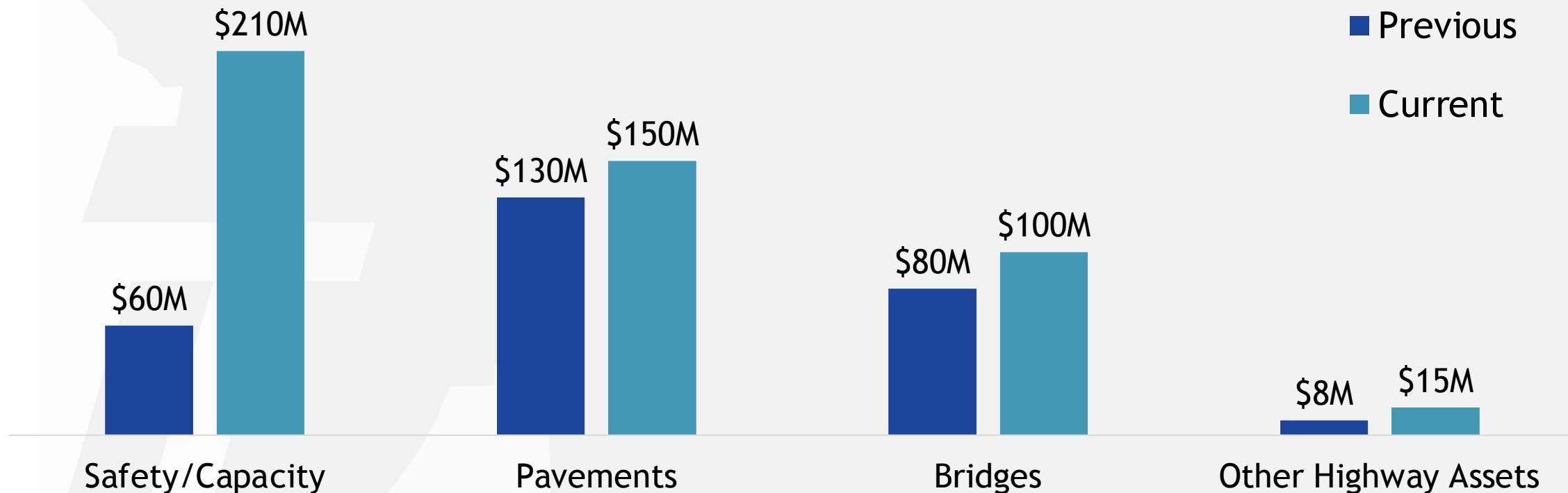
Invest with Purpose

- Intentional decision-making with investment of funds
- Stewardship and responsibility to the public
- Serves as a road map for investment priorities
- Aligned with the communities we serve

Your Safety • Your Mobility • Your Economic Opportunity



How are we investing?



*Does not include \$80M/yr Existing TECM Funds for Bonding/Pay as you go



Contractor Capacity

- Expanded outreach and coordination
- Monthly contractor call
- Delivery dashboard, 18-month look ahead
- Actively monitoring bidding environment



ITD Employee Resilience

- Employees continue to be resilient and innovative despite:
 - Increased workloads
 - Workforce challenges
 - HQ Flooding



Groundbreakings

- Idaho Transportation Board accelerated construction of four major bond-funded projects in FY22
 - SH-16 from I-84 to US-20/26
 - I-15/I-86 Interchange in Pocatello
 - I-90/SH-41 Interchange in Post Falls
 - US-20/26 from I-84 to Middleton Road



Project Delivery

- Since October 2021, our teams awarded 69 projects for construction totaling \$752.4M
- Record delivery in record time despite challenging environment



Skip the Trip

- Reduced trips to county DMV offices by 50% for vehicle registrations
- 1.5M Skip the Trip transactions



Airport Improvements

- In 2022, 7 projects were completed totaling \$1 million from Leading Idaho funds



Rail Safety and Bike/Pedestrian Safety

- 8 railroad crossing projects totaling \$2 million
- 45 bike/pedestrian safety projects totaling \$10 million



Public Transportation

- Administered 8 grant programs totaling \$23 million
- 22% increase in grants administered
- Reestablished public transportation in Idaho Falls





What's Ahead in 2023

Your Safety • Your Mobility • Your Economic Opportunity





Project Delivery

- FY23 program will be delivered on time, on schedule, within budget
- Advancing \$400M worth of projects for potential bonding beginning this month

Your Safety • Your Mobility • Your Economic Opportunity



DMV Efficiencies

- Expanding online portal will:
 - Allow for e-notifications
 - Eliminate convenience fees for driver's licenses
- Will reduce operational costs to ITD

Local Bridges

- First \$100 million in projects ready to bid
- Will address bridges in “poor” condition
- Repair and replacement





Community Outreach

- Board workshops
- Open dialogue with communities we serve
- Community outreach with major projects



Ideal Workplace

- Effort to focus on retaining ITD employees
- 18% turnover rate overall
- Previous CEC increase was crucial to so many of our employees

Your Safety • Your Mobility • Your Economic Opportunity





Enhancing Quality of Life Through Transportation



Thank You

Your Safety • Your Mobility • Your Economic Opportunity

AGENDA
SENATE TRANSPORTATION COMMITTEE
1:30 P.M.
Room WW53
Tuesday, January 31, 2023

For members of the public to observe the meeting, please click on the following link:
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

SUBJECT	DESCRIPTION	PRESENTER
<u>39-0202-2201</u>	Rules Governing Vehicle and Vessel Dealer License Requirements – Motor Vehicles (ZBR Chapter Rewrite) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0226-2201</u>	Rules Governing Temporary Vehicle Clearance for Carriers (ZBR Chapter Repeal) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0270-2201</u>	Rules Governing Restricted Driving Permits (ZBR Chapter Rewrite) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0271-2201</u>	Rules Governing Driver's License Violation Point System and Accident Prevention Courses (ZBR Chapter Rewrite) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0272-2201</u>	Rules Governing Administrative License Suspensions (ZBR Chapter Rewrite) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0273-2201</u>	Rules Governing Accident Prevention Course (ZBR Chapter Repeal) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0344-2201</u>	Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs (ZBR Chapter Rewrite) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0222-2201</u>	Rules Governing Registration and Permit Fee Administration and Temporary Vehicle Clearance for Carriers (ZBR Chapter Rewrite, Fee Rule) - Proposed Rule	Brian Goeke, DMV Policy Manager
<u>39-0343-2201</u>	Rules Governing Utilities on State Highway Right-of-Way - Proposed Rule	Colby Cameron, ITD Government Affairs Manager

PRESENTATION: PNWER Presentation

Betz Mayer, Assistant
Director, Regional
Infrastructure
Accelerator (RIA)
Bruce Agnew,
Director, Regional
Infrastructure
Accelerator (RIA)

Public Testimony Will Be Taken by Registering Through the Following Link:
[Register to Testify](#)

If you have written testimony, please provide a copy to the committee secretary.

COMMITTEE MEMBERS

Chairman Okuniewicz
Vice Chairman Den Hartog
Sen Winder
Sen Vander Feer (Hart)
Sen Carlson

Sen Toews
Sen Trakel
Sen Rabe
Sen Just

COMMITTEE SECRETARY

Lena Amoah
Room: WW33
Phone: 332-1332
Email: stran@senate.idaho.gov

MINUTES
SENATE TRANSPORTATION COMMITTEE

DATE: Tuesday, January 31, 2023

TIME: 1:30 P.M.

PLACE: Room WW53

MEMBERS PRESENT: Chairman Okuniewicz, Vice Chair Den Hartog, Senators Winder, Hart, Carlson, Toews, Trakel, Rabe, and Just

ABSENT/ EXCUSED: None

NOTE: The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

CONVENED: **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

PASSED THE GAVEL: Chairman Okuniewicz passed the gavel to Vice Chair Den Hartog.

Brian Goeke, Department of Motor Vehicles (DMV) Policy Manager, Idaho Transportation Department (ITD), provided details on the rules review process ITD went through as part of the Zero Based Regulation Chapter Review cycle. He stated 8 rules were reviewed. The department repealed two individual chapters and combined the remaining still relevant content into two related chapters. **Mr. Goeke** stated the vast majority of the edits in the rules were to eliminate sections redundant with statute and to remove unnecessarily prescriptive sections. ITD held a negotiation session on the proposed changes in May with several interested stakeholders attending but ultimately received no comments on the proposed changes.

39-0202-2201 Rules Governing Vehicle and Vessel Dealer License Requirements – Motor Vehicles (ZBR Chapter Rewrite) - Proposed Rule. **Mr. Goeke** stated the edits to this rule were exclusively the removal of overly prescriptive sections and sections redundant with Idaho Code.

Vice Chair Den Hartog asked the committee for a motion. **Senator Carlson** asked to delay voting to allow time for the Committee to further review the changes.

Vice Chair Den Hartog asked to move 39-0226-2201 up on the Agenda. She stated Administrative Rule 39-0226-2201 was being repealed because the docket had been combined with 39-0222-2201.

39-0226-2201 Rules Governing Temporary Vehicle Clearance for Carriers (ZBR Chapter Repeal) - Proposed Rule. **Mr. Goeke** relayed that this docket was repealed with pertinent parts being incorporated into 39-0222-2201.

39-0222-2201 Rules Governing Registration and Permit Fee Administration and Temporary Vehicle Clearance for Carriers (ZBR Chapter Rewrite, Fee Rule) - Proposed Rule. **Mr. Goeke** stated the changes in this docket were to eliminate unused definitions and remove unnecessarily prescriptive language. A portion of 39-0226-2201 was added to this rule.

- 39-0270-2201 Rules Governing Restricted Driving Permits (ZBR Chapter Rewrite) - Proposed Rule.** Mr. Goeke stated the substance of the edits were to remove a permit specific to Administrative License Suspension, which in practice was no different from a standard Restricted Driving Permit. Sections redundant with statute and overly prescriptive sections were also removed.
- Vice Chair Den Hartog** asked to move 39-0273-2201 up on the Agenda. She stated Administrative Rule 39-0273-2201 was repealed because it had been combined with 39-0271-2201.
- 39-0273-2201 Rules Governing Accident Prevention Course (ZBR Chapter Repeal) - Proposed Rule.** Mr. Goeke stated this chapter was repealed but significant portions were incorporated into 39-0271-2201.
- 39-0271-2201 Rules Governing Driver's License Violation Point System and Accident Prevention Courses (ZBR Chapter Rewrite) - Proposed Rule.** Mr. Goeke relayed redundant language was removed and part of 39-0273-2201 was added.
- Chairman Okuniewicz** inquired about the 2 points for starting parked car on the list of Traffic Convictions and Violation Point Count. **Mr. Goeke** stated he was not sure but would follow up and provide a response.
- 39-0272-2201 Rules Governing Administrative License Suspensions (ZBR Chapter Rewrite) - Proposed Rule.** Mr. Goeke relayed they added business days in section 100-02. He stated the remainder of the edits were removal of overly prescriptive or unnecessary rules.
- 39-0344-2201 Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs (ZBR Chapter Rewrite) - Proposed Rule.** Mr. Goeke explained that this rule had no substantive edits and remained essentially the same since was created in 1997.
- 39-0343-2201 Rules Governing Utilities on State Highway Right-of-Way - Proposed Rule.** Colby Cameron, ITD Government Affairs Manager, explained that the 2022 Idaho Legislature passed the Idaho Broadband Dig Once and Right-of-way act. The Act required ITD to develop rules, standards, and policies. He stated this was done in docket 39-0343-2201 which referenced the ITD manual/guide for locating broadband. The guide was called Utility Accommodation Policy.
- TESTIFIERS:** **Benjamin Aron**, representative for CTIA, a trade association for the wireless industry, testified in support. **Peyton Nunes**, representative for Benn Brocksome & Associates, testified in support.
- Vice Chair Den Hartog** announced the Committee would take up voting on the Administrative Rules in 1 week with the Committee's consent. The vote would be held one week from today.
- PASSED THE GAVEL:** Vice Chair Den Hartog passed the gavel to Chairman Okuniewicz.

PRESENTATION: PNWER Presentation. **Matt Morrison**, Executive Director of the Pacific Northwest Economic Region (PNWER) introduced himself and the rest of those present. He explained PNWER was a statutory entity created in 1991 with five states, Idaho, Alaska, Washington, Oregon, and Montana, and five Canadian Provinces, British Columbia, Alberta, Saskatchewan, and the Yukon and Northwest Territories. He stated the leadership were all elected legislators from the states and provinces. **Mr. Morrison** relayed that President, PNWER, Chuck Winder, asked them to focus on developing a framework for Canada and the U.S. to look at energy security and sustainability, food security and supply chain resilience, and critical minerals. **Bruce Agnew**, Director, Regional Infrastructure Accelerator (RIA) provided details of the \$1.3 million grant they received from the US Department of Transportation. **Betz Mayer**, Assistant Director, RIA explained the 3 areas of work they were moving towards in the next 2 years (see Attachment 1).

ADJOURNED: There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 2:20 p.m.

Senator Okuniewicz
Chair

Lena Amoah
Secretary



U.S. Department
of Transportation
Federal Highway
Administration

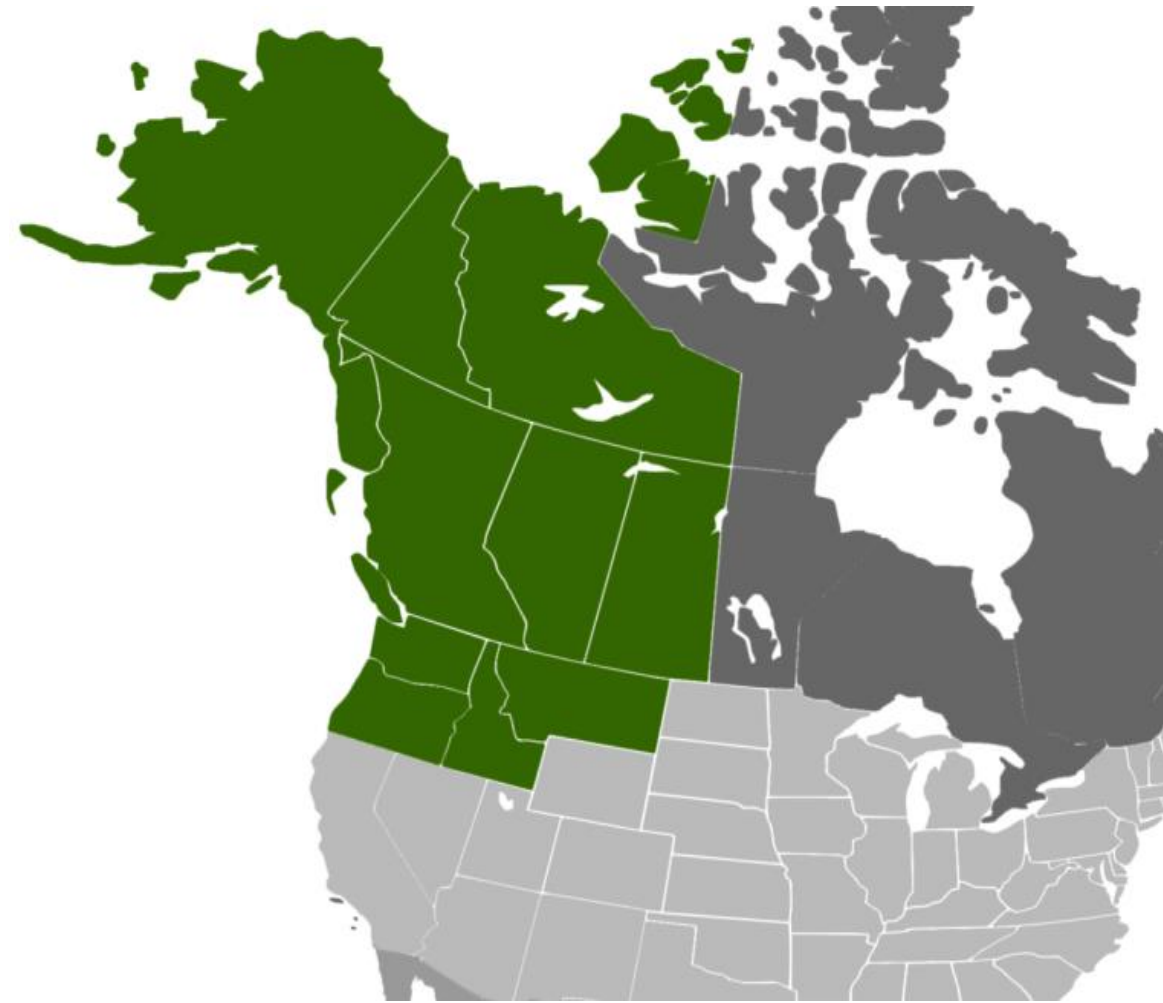
Pacific North West Economic Region

Presentation to Idaho Senate
Transportation Committee
January 31, 2023



Pacific NorthWest Economic Region (PNWER)

- PNWER is a statutory, public-private partnership chartered in 1991 by the U.S. States of Alaska, Washington, Idaho, Montana, Oregon and the Canadian Provinces of British Columbia , Alberta, Saskatchewan and the Yukon and Northwest Territories.
- The Region has a GDP of over \$1Trillion, with a population of 24.4 Million people, making it the 13th Largest Economy in the world



PNWER Leadership



Sen. Chuck Winder
Idaho
PNWER
President



MLA Rick Glumac
British Columbia
PNWER
Vice President



Rep. Cindy Ryu
Washington
PNWER
Vice President



MLA Ken Francis
Saskatchewan
PNWER
Vice President



Sen. Mike Cuffe
Montana
PNWER
Past President

Canada is Idaho's #1 Customer

- **Idaho exports \$1.5 billion in goods to Canada annually**

- Agriculture: 21%
- Chemicals: 16%
- Equipment & machinery: 8%
- Forest products: 7%
- Minerals & metals: 41%
- Transportation: 4%
- Other: 3%

- **Top Idaho goods exports to Canada**

- Pearls, gems, precious metals & jewelry: \$403 million
- Ores, slag & ash: \$184 million
- Fertilizers: \$134 million
- Live animals: \$65 million
- Wood & semi-finished wood products: \$58 million
- Inorganic chemicals: \$56 million
- Vegetables: \$48 million
- Prepared vegetables: \$44 million
- Pasta, breads & cereal preparations: \$41 million
- Paper & paperboard: \$32 million

PNWER President's Initiative 2023 – Developing a Framework for US – Canada Energy Security and Sustainability

A Competitive Advantage for the Region

Food Security & Supply Chain Resilience

- Supply Chain Infrastructure Investments
- US-Canada Strategic Collaboration and Coordination

Energy Security, Reliability, and Sustainability

- Electricity
- Oil & Gas
- Renewables and clean energy technology
- Permit reform

Critical Minerals

- Resource Development
- Supply Chain Infrastructure
- Permit reform
- Clean energy technology
- Battery technology

Competitive Advantage Opportunities

Expand current power and energy production base to leverage our world-class energy resources to empower workers, enhance economic and national security, and reduce global greenhouse gas emissions.

Support infrastructure, resources, investments and incentives to build out the renewable energy manufacturing and electricity sector.

Address permitting reform to ensure all energy, mineral, and infrastructure projects can be built in an efficient, timely, and certain manner.

Realize the specific opportunities for the region to become a domestically secure and globally dependable clean energy superpower. This includes rapidly advancing and supporting the demand for and creation of enabling infrastructure and exports of existing low carbon energy such as wind, geothermal, hydro, hydrogen and LNG

Recognize the opportunities to attract, train and sustain workers to support needed technology and infrastructure development

Agriculture

- Supply Chain Investments
- Ag Technology

Energy and Environment

- Electric vehicles, Battery Tech & Hydrogen
- Oil and Gas Transition Planning

Transportation

- Supply Chain Infrastructure
- Transportation Corridors

Infrastructure

- Public Private Partnerships
- US-Canada Investments / Permitting Reform

Mining

- Critical Minerals
- New mining technology

Innovation

- New technology in our region
- Clean energy technology

Water

- Columbia River Treaty
- Hydro power and permitting

Economic Development & Workforce

- Workforce and economic development opportunities

**PNWER
Working
Groups**

Outcomes

1. Develop a repository of information to share best practices and common barriers between the states, provinces, and territories to achieve success in energy sustainability and security while increasing food production and developing critical mineral production.

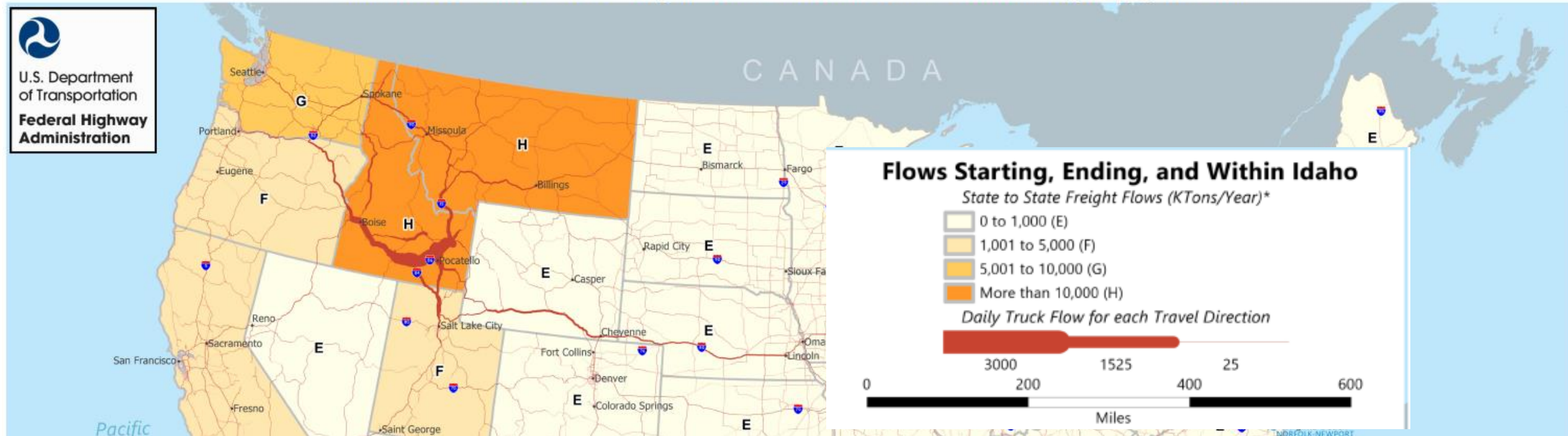
2. Work with the PNWER States, Provinces, and Territories to provide specific data and best practices on how our jurisdictions are planning for a transition toward a secure, sustainable low carbon energy future.

3. Work with the PNWER States, Provinces, and Territories, First Nations and Tribes to identify priority opportunities for environmentally sound, critical mineral development and related permit reform.

4. Develop clear recommendations to both Washington, DC and Ottawa to develop a transition plan working with states, provinces, and territories on how best to move toward the goal of a secure and sustainable energy future for our two great nations.

Idaho is a Crossroad State

Estimated FAF Flow for Trucks Going To, From, and Within Idaho on National Highway System 2017



32ND PNWER ANNUAL SUMMIT

JULY 16-20, 2023 | BOISE, IDAHO

pnwer.org/2023-summit

WHY SHOULD YOU ATTEND?

The PNWER Annual Summit provides the opportunity to:

- Learn about key economic issues facing the region
- Collaborate and establish partnerships with Canadian & U.S. public & private sector leaders
- Strengthen regional networks and cooperation
- Advocate for regional policies and cross-jurisdictional initiatives



10 Provinces,
States, &
Territories



20+ Sessions
& Networking
Breaks



125+ Speakers
from Canada
& the U.S.



500+ Legislators,
Business Leaders,
& Decision Makers

PNWER Annual Summit

- July 16 – 20, 2023 | Boise, ID
 - Permit Reform
 - Medium & Heavy-Duty Vehicles
 - Critical Minerals
 - Energy Generation, Distribution, Adequacy
 - Water Policy
 - Workforce Development

- Joint programming and reception on Wed. July 19!
 - High Performance Rail for Freight & Passenger Service
 - Railroads & Shippers
 - Technical Assistance Workshop

Greater NW Passenger Rail Forum

- July 19 – 21, 2023 | Boise, ID
 - Passenger Rail Service Opportunities for the Greater Northwest

PNWER Regional Infrastructure Accelerator



The PNWER RIA is 1 of 10 Regional Infrastructure Accelerator (RIA) demonstration programs funded by U.S. DOT's Build America Bureau & the only multi-state RIA program.



The PNWER RIA accelerates regionally important infrastructure projects by pursuing innovative financing options to close funding gaps, providing technical assistance, and through project advocacy.



The PNWER RIA highlights and promotes Canadian transportation infrastructure investment best practices, including Public-Private Partnerships (P3), and a focus on region-wide, corridor strategic investments.

PNWER Regional Infrastructure Accelerator



Center of Excellence

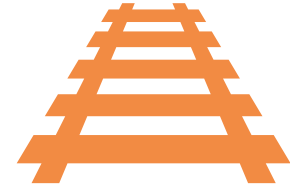
Technical Assistance to small, Tribal, and rural communities to explore best-fit grant programs; TIFIA, RRIF loan programs.



Zero Emission Refueling for Commercial Traffic

Support communities and rest stops interested in decarbonizing MHD vehicles (Amazon trucks, school buses, etc)

Technology-neutral approach



High Performance Rail

Bundling highway-rail grade separation projects

Identifying opportunities to leverage passenger rail funding to improve freight rail service and ease supply chain disruptions

AGENDA
SENATE TRANSPORTATION COMMITTEE
1:30 P.M.
Room WW53
Tuesday, February 07, 2023

For members of the public to observe the meeting, please click on the following link:
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

SUBJECT	DESCRIPTION	PRESENTER
RULES REVIEW:	Administrative Rules Vote	Senator Den Hartog
<u>39-0202-2201</u>	Rules Governing Vehicle and Vessel Dealer License Requirements – Motor Vehicles (ZBR Chapter Rewrite) - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>39-0222-2201</u>	Rules Governing Registration and Permit Fee Administration and Temporary Vehicle Clearance for Carriers (ZBR Chapter Rewrite, Fee Rule) - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>39-0226-2201</u>	Rules Governing Temporary Vehicle Clearance for Carriers (ZBR Chapter Repeal) - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>39-0270-2201</u>	Rules Governing Restricted Driving Permits (ZBR Chapter Rewrite) - Proposed Rule No further testimony will be taken.	Senator Den Hartog Senator Den Hartog
<u>39-0272-2201</u>	Rules Governing Administrative License Suspensions (ZBR Chapter Rewrite) - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>39-0271-2201</u>	Rules Governing Driver's License Violation Point System and Accident Prevention Courses (ZBR Chapter Rewrite) - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>39-0273-2201</u>	Rules Governing Accident Prevention Course (ZBR Chapter Repeal) - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>39-0343-2201</u>	Rules Governing Utilities on State Highway Right-of-Way - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>39-0344-2201</u>	Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs (ZBR Chapter Rewrite) - Proposed Rule No further testimony will be taken.	Senator Den Hartog
<u>RS 30077</u>	Related to trucks covering loads	Senator Just

**MINUTES
APPROVAL:**

Minutes of January 19, 2023

Senator Rabe
Senator Just

**MINUTES
APPROVAL:**

Minutes of January 24, 2023

Senator Toews
Senator Trakel

DISCUSSION:

JFAC Invitation

Senator Okuniewicz

If you have written testimony, please provide a copy to the committee secretary.

COMMITTEE MEMBERS

Chairman Okuniewicz
Vice Chairman Den Hartog
Sen Winder
Sen Hart
Sen Carlson

Sen Toews
Sen Trakel
Sen Rabe
Sen Just

COMMITTEE SECRETARY

Lena Amoah
Room: WW33
Phone: 332-1332
Email: stran@senate.idaho.gov

MINUTES
SENATE TRANSPORTATION COMMITTEE

DATE: Tuesday, February 07, 2023

TIME: 1:30 P.M.

PLACE: Room WW53

MEMBERS PRESENT: Chairman Okuniewicz, Vice Chairman Den Hartog, Senators Winder, Hart, Carlson, Toews, Trakel, Rabe, and Just

ABSENT/ EXCUSED: None

NOTE: The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

CONVENED: **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 P.M.

Chairman Okuniewicz passed the gavel to Vice Chair Den Hartog.

RULES REVIEW: **Administrative Rules Vote.** **Vice Chair Den Hartog** stated if there were no objections the Committee would combine all the rules together and have one motion. Being no objections from the Committee, she asked if anyone would like to make a motion.

MOTION: **Senator Toews** moved to approve **Dockets 39-0202-2201, 39-0222-2201, 39-0226-2201, 39-0270-2201, 39-0272-2201, 39-0271-2201, 39-0273-2201, 39-0343-2201, and 39-0344-2201.** **Senator Carlson** seconded the motion. Motion carried by **voice vote**.

Vice Chair Den Hartog passed the gavel to Chairman Okuniewicz.

RS 30077 **Related to trucks covering loads.** **Senator Just** stated drivers of dump trucks and trailers were not required to cover their loads if they were working on a highway project of any kind. This RS would remove that exemption. The statute as written offered an out for those who may not want to invest in a tarp system. If the load was six inches below the edge of the bed, leaving six inches of freeboard, a tarp was not required. The proposal would not change that, it simply removed the exemption for trucks working on highway projects.

Vice Chair Den Hartog voiced her support for the bill and asked to have the Fiscal Note updated in accordance with the Joint Rule. **Senator Just** replied that he would address her concern.

MOTION: **Vice Chair Den Hartog** moved to send **RS 30077** to print. **Senator Rabe** seconded the motion. The motion carried by **voice vote**.

MINUTES APPROVAL: **Senator Rabe** moved to approved the Minutes of January 19, 2023. **Senator Just** seconded the motion. The motion passed by **voice vote**.

MINUTES APPROVAL: **Senator Toews** moved to approved the Minutes of January 24, 2023. **Senator Trakel** seconded the motion. The motion passed by **voice vote**.

DISCUSSION: **JFAC Invitation.** **Chairman Okuniewicz** relayed The Co-Chairs of the Joint Finance-Appropriations Committee (JFAC) invited the Committee to present any budget recommendations the Committee may have regarding current fiscal year 2023 or upcoming fiscal year 2024. He asked the Committee to let him know if there were any items they felt he should discuss.

ADJOURNED: There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:37 P.M.

Senator Okuniewicz
Chair

Lena Amoah
Secretary

AMENDED AGENDA #3
SENATE TRANSPORTATION COMMITTEE
1:30 P.M.
Room WW53
Thursday, February 09, 2023

For members of the public to observe the meeting, please click on the following link:
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

SUBJECT	DESCRIPTION	PRESENTER
<u>H 7</u>	TRANSPORTATION - Amends existing law to disqualify a driver convicted of human trafficking from holding a commercial driver's license for a specified period.	Rep. Handy
<u>RS 30146</u>	Related to Vehicle Titles	Senator Den Hartog
<u>RS 30291</u>	Related to Electric Vehicle Road Usage Fees	Senator Den Hartog
<u>H 8</u>	TRANSPORTATION - Amends existing law to provide for temporary vehicle permits pursuant to board rule.	Rep. Shepherd
<u>H 9</u>	TRANSPORTATION - Amends existing law to provide for the electronic renewal of commercial driver's licenses and to provide for the sharing of residency information between the Idaho State Tax Commission and the Idaho Transportation Department.	Rep. Manwaring

Public Testimony Will Be Taken by Registering Through the Following Link:
[Register to Testify](#)

If you have written testimony, please provide a copy to the committee secretary.

COMMITTEE MEMBERS

Chairman Okuniewicz
Vice Chairman Den Hartog
Sen Winder
Sen Hart
Sen Carlson

Sen Toews
Sen Trakel
Sen Rabe
Sen Just

COMMITTEE SECRETARY

Lena Amoah
Room: WW33
Phone: 332-1332
Email: stran@senate.idaho.gov

MINUTES
SENATE TRANSPORTATION COMMITTEE

DATE: Thursday, February 09, 2023

TIME: 1:30 P.M.

PLACE: Room WW53

MEMBERS PRESENT: Vice Chair Den Hartog, Senators Winder, Hart, Carlson, Toews, Trakel, Rabe, and Just

ABSENT/ EXCUSED: Chairman Okuniewicz

NOTE: The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

CONVENED: **Vice Chair Den Hartog** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

Vice Chair Den Hartog explained Chairman Okuniewicz was presenting in another committee and the need to rearrange the order of the Agenda due to presenters schedules. She stated the order would be **H 7, H 9, H 8, RS 30146, and RS 30291.**

H 7 **TRANSPORTATION - Amends existing law to disqualify a driver convicted of human trafficking from holding a commercial driver's license for a specified period. Representative Handy** explained the bill would cancel the CDL of anyone convicted of human trafficking. He stated the bill was endorsed by the Motor Carrier Advisory Committee for the governor, the American Trucking Association, and the Idaho Trucking Association.

MOTION: **Senator Hart** moved to send **H 7** to the floor with a **do pass** recommendation. **Senator Rabe** seconded the motion. The motion passed by **voice vote**.

H 9 **TRANSPORTATION - Amends existing law to provide for the electronic renewal of commercial driver's licenses and to provide for the sharing of residency information between the Idaho State Tax Commission and the Idaho Transportation Department. Representative Manwaring** stated the bill added authorization to complete Commercial Driver's License (CDL) renewal online. It also authorized the Department of Motor Vehicles (DMV) to access information from the Idaho Tax Commission to help confirm residency, which was a federal requirement necessary for CDL renewals. The DMV would not receive any financial information. **Representative Manwaring** relayed the proposal was endorsed by the Trucking Advisory Council and the Idaho Trucking Association.

DISCUSSION: **Senator Carlson** asked if a person had not filed Idaho taxes what would happen. **Brian Goeke**, DMV Policy Manager, answered that the CDL holder would be able to go into the DMV in person to provide the necessary documentation if unable to renew online.

MOTION: **Senator Rabe** moved to send **H 9** to the floor with a **do pass** recommendation. **Senator Toews** seconded the motion. The motion passed by **voice vote**.

H 8 **TRANSPORTATION - Amends existing law to provide for temporary vehicle permits pursuant to board rule.** **Brian Goeke** explained the bill seeks to eliminate two outdated provisions of Idaho Code. The first removed unnecessarily restrictive provisions to purchase a 30 day unladen permit as there was no need for those additional requirements today. The second eliminated the requirement for temporary permits to be printed and posted in the window of a vehicle as they are available electronically. The bill was reviewed by the Idaho State Police and they did not have any issues removing the requirement.

MOTION: **Senator Carlson** moved to send **H 8** to the floor with a **do pass** recommendation. **Senator Winder** seconded the motion. The motion passed by **voice vote**.

Vice Chair Den Hartog put the Committee at ease to present the next RS.

PASSED THE Vice Chair Den Hartog passed the gavel to Senator Winder.
GAVEL:

RS 30146 **Related to Vehicle Titles.** **Senator Den Hartog** stated there was a law passed in 2022 updating the Electronic Vehicle Credential (EVC) program. The program allowed dealers to issue a 40 day temporary registration for anyone that filed electronically for their registration at the time of purchase. She relayed that the Idaho Transportation Department had been working with all of the entities involved in the EVC program and were asking to extend the temporary registration to 45 days.

MOTION: **Senator Rabe** moved to send **RS 30146** to print. **Senator Toews** seconded the motion. The motion carried by **voice vote**.

RS 30291 **Related to Electric Vehicle Road Usage Fees.** **Senator Den Hartog** explained that there were additional vehicle registration fees for electric vehicles and plug in hybrids. This would not change or increase that fee but introduced an optional program. The optional program would allow the owner to choose to participate in a program where their mileage would be tracked. They would choose to pay a penny per mile for the vehicle miles traveled. Those who opted into the program would never pay more than \$140 which was the additional fee of for electric vehicles.

MOTION: **Senator Toews** moved to send **RS 30291** to print. **Senator Just** seconded the motion. The motion carried by **voice vote**.

ADJOURNED: There being no further business at this time, **Senator Winder** adjourned the meeting at 1:38 p.m.

Senator Okuniewicz
Chair

Lena Amoah
Secretary